

South Carolina Inland Port



DETAILS ON THE SOUTH CAROLINA INLAND PORT IN GREER, S.C.



SIGN-UP FOR OUR E-NEWSLETTER AT WWW.SCSPA.COM

Meet the South Carolina Inland Port – an innovative new intermodal facility 212 miles inland. Now you can move containers inland with speed and reliability, while simultaneously lowering your carbon footprint.

Address: 100 International Commerce Blvd., Greer, SC 29651. Located on US Highway 29, Exit 58 off of Interstate 85.

Operations: Owned and operated by the SC Ports Authority.

Operating Hours: Open for receipt/delivery of containers 24-hours/day, 7-days/week.

Terminal Manager: Michael Hoffman / 864-968-7902.

Office FAX: 864-877-2041.

Rail Service: Provided exclusively by Norfolk Southern.

Train Schedule: Overnight express shuttle service (westbound and eastbound) five days per week. *See chart below for full details.*

Chassis and M&R: Chassis pool on-site with maintenance provided. Pool chassis are not compulsory, so OFBT is permitted.

Capacity: Initial capacity is 40,000 lifts/year, 100,000 at full build-out.

Trackage: Initial rail infrastructure to consist of 2x2,600' working tracks and 3x2,600' storage tracks.

Payment: All expenses are billed to the account of the ocean carrier.

Cargo owners must request rates from their ocean carriers. Those rates will include the lift to/from rail on both ends, NS CHS in-gate/out-gate charges, and drayage between NS Seven Mile Yard and Port of Charleston marine terminals.

Port of Entry: Located in the Greenville-Spartanburg (GSP) port of entry. Cargo may move under the ocean carrier's bond to SCIP where it remains until a subsequent transaction. Per CBP, certain exams and inspections will continue to be performed in Charleston and also at bonded facilities in GSP. Ocean carriers or agents wishing to prevent delivery of equipment at SCIP may place holds in Orion. A separate summary of systems is available for ocean carriers. The SC Inland Port FIRMS code is M682.

Trucking: The requirements and processes for motor carriers doing business at the SCIP are essentially the same as in Charleston, except TWICs are not required. Draymen must have an SCPA Orion motor carrier code, which can be obtained from the SCPA's Help Desk at 843-577-8124.

Drayage To/From Marine Terminals In Charleston: Provided by SCPA RapidRail trucker dispatch or your ocean carrier. Import RapidRail boxes will be moved to rail within 24-hours of becoming available (meaning released by Customs, EIR in order, and physically on the marine terminal). With proper coordination, RapidRail boxes can be moved to rail the same day as being offloaded from the vessel.

Norfolk Southern Train Schedule: SC Inland Port

IMPORTS			EXPORTS		
	Charleston Cut-Off	Available @ SCIP		SCIP Cut-Off	Available In Charleston
Monday	M 3:30PM	Tu 8:00AM	Monday	M 5:00PM	Tu 12:00PM
Tuesday	Tu 3:30PM	W 8:00AM	Tuesday	Tu 5:00PM	W 12:00PM
Wednesday	W 3:30PM	Th 8:00AM	Wednesday	W 5:00PM	Th 12:00PM
Thursday	Th 3:30PM	F 8:00AM	Thursday	Th 5:00PM	F 12:00PM
Friday	F 3:30PM	Sa 8:00AM	Friday	--	--
Saturday	--	--	Saturday	Sa 5:00PM	M 12:00PM
Sunday	--	--	Sunday	--	--

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SC Inland Port Benefits

Top reasons for positive commercial interest in the SCIP:

Competitive or lower cost: Reduced empty miles, higher truck productivity, lower chassis/per diem/detention charges. Ability to terminate and source empties closer to the origin/destination. Competitive with all-motor on a one-way basis. Represents a modal shift to reduce trucking risks from higher fuel costs, driver availability, hours-of-service rules and other factors.

Reliability & Flexibility: Overnight, express daily shuttle five days per week. Operated by the Ports Authority. Closer access to inventory. 24/7 operating hours for quick access to cargo.

Future Growth: Ideally situated on I-85 between Charlotte and Atlanta, the fastest growing corridor in the country. Easy access to North Carolina, Tennessee, Georgia, western Virginia and eastern Kentucky. 94 Million consumers live within 500 miles. Adjacent air cargo services for e-commerce/fulfillment. Part of broader \$2 billion CAPEX program in South Carolina.

Carbon Footprint: An air model based on EPA data typically shows companies can expect a 70-85% reduction in emissions from fewer truck/empty miles. Particularly attractive to leading global brands with corporate sustainability ambitions.



Frequently Asked Questions

How do I get started using the SCIP?

Your first step is to notify your ocean carrier that you are interested in using the SCIP. Don't wait for your sales representative to present the option to you. If you believe it may work, ask for a Greer ramp rate.

So, I get the Greer ramp rate from whomever is arranging the transportation of my containers?

Yes, that is correct. As a cargo owner you will have no payable to SC Ports or NS. NS has supplied contract rates to all Port of Charleston ocean carriers and all SC Port charges, including RapidRail trucking services in Charleston, if utilized, will be incorporated into the rate supplied by the firm arranging your transportation.

How will the import process work? Give me an example.

- Import containers will be off-loaded from the vessel at one of the Port of Charleston container terminals.
- Each box will be drayed to the NS 7 Mile Yard in Charleston within 24-hours of becoming available (meaning released by Customs, EIR in order, and physically on the marine terminal).
- Cut-off time in Charleston is 3:30PM.
- NS will move the box to the SCIP, Monday-Friday.
- Boxes will be available for pick-up at 8:00AM the following day.

How will the export process work?

- Export containers can be received at the SCIP 24/6.
- Cut-off time is 5:00PM.
- NS will move the boxes on trains operating Monday-Thursday and Saturday.
- Containers from the Monday-Thursday trains will be available for pick-up at 7 Mile Yard in Charleston by 12:00PM the next day for delivery to the marine terminal.
- Containers arriving at SCIP Friday and Saturday will be available at 12:00PM Monday.

Will ocean carriers be able to dispatch an empty container for my export load from the SCIP instead of Charleston?

Yes, that's how you can save on empty miles. You should work with your ocean carrier to save time and money in the sourcing of your empty equipment.